

# IDAHO AVIATION REPORT

VOLUME 39, NO. 3

## CASCADE RESERVOIR AIRSTrip PROJECT STILL GOING

Just like the rabbit with the big bass drum in the t.v. commercial, the effort to make the old Cascade Reservoir Airstrip available for public use keeps moving across our screen.

Recent conversations with Patti Llewellyn, Chief, Land Resources Branch at the Boise Bureau of Reclamation Office indicate the Bureau has completed the land appraisal process and will make their offer to the current leaseholder by mid-June.

After that step is accomplished, the pace at which the two parties travel to reach agreement will determine when we can expect to be granted access to the airstrip property.

In case this story has gone on so long that you may have forgotten what is at stake in this matter, the refresher course goes like this:



The Division of Aeronautics has an abiding interest in re-opening the old Cascade Reservoir Airstrip to the public. This landing site is located on the upper northeast section of the lake perimeter, with excellent access to the lake itself. At one point, the old airstrip was the most heavily used state-owned airfield in Idaho, before being closed to the public in 1972.

The relatively open access at either end of the runway coupled with generally flat surrounding terrain makes the airstrip an ideal recreational use facility for aviators at all skill levels using almost any type of equipment.

Once the land swap transactions have been completed, future plans for developing the recreation facilities will depend on agreement between the Bu-

SUMMER 1993

reau of Reclamation and the Division of Aeronautics.

Given the high interest the flying public has shown in the re-opening of the airstrip, and our intentions to provide more recreational airports which allow

safe margins of access, there is a great deal of momentum to re-establish the Cascade Reservoir Airstrip as a premier location for all Idaho aviators.

We will continue to keep this process moving until a successful outcome is reached.

## NEW 800 NUMBER

The Idaho Division of Aeronautics now has a 800 number so Idaho residents can call us toll free. Our new 800 number is **1-800-468-5865**. Outside of Idaho you can still reach us by calling (208) 334-8775.

This is just another way that Aeronautics is working to be more accessible to all Idaho aviators! We look forward to hearing from you.



## FROM THE ADMINISTRATOR

Have you ever noticed that the attention that you pay to the way the engine sounds is inversely proportional to the amount of fuel remaining in the tanks? The lower the fuel level the more you listen to engine noises. Summer is upon us, and with it a whirlwind of flying activities. Airshows, fly-ins, trips to the backcountry, camping, this is the time when we are all dusting off our airplanes, getting out the airport directories and getting back in the air. Let's keep in mind as we anxiously await to get airborne, however, that flying is only half of the equation, the other half is flying SAFELY. This is the time, also, to give thought to procedures, check lists, weather briefings, planning, aircraft maintenance, and all of those other items that make for enjoyable flying.

The past four months have been busy for me as the new administrator of the Division of Aeronautics. During this period we have had a great aviation conference at Lewiston, successfully weathered an internal audit, made preparations to acquire a twin engine aircraft, awarded airport grants of several hundred thousand dollars, participated in the Frank Church River of No Return Wilderness Symposium, met with the Forest Service several times on backcountry/wilderness issues, and, in the meantime taken care of the daily needs of the office.

Some of you have asked me what my plans are for general aviation in the state. While not

completely formulated, here are some of them:

- Reinstatute the "Safe Pilot" Program
- Continue the "Adopt-an-Airport" Program (although I have not yet figured how to come up with the hot tub that the 99s have requested)
- Conduct several volunteer workdays this summer
- Plan at least two Saturday seminars this summer, one north and one south covering such topics as density altitude, PACE programs in conjunction with the FAA, etc.
- I would also like to meet with flight instructors this year to talk about items of mutual interest

Finally, some of you have expressed an interest in my position on Forest Service airstrips in the backcountry. That can be summed up rather quickly. I have been an aviator in Idaho since 1966 and use and love our Idaho backcountry as much as any of you do. Also, having spent many years as a Forest Service pilot and manager I have, perhaps, some understanding of Forest Service operations and programs. I have been working with both of the Forest Service Regions (I and IV) that manage forests in our state. I have also been in contact with the Forest Service at the National level and, in fact, spent one afternoon in the National office of Fire and Aviation Management in Washington, D.C. talking about Forest Service airstrips in Idaho. My position is, as I have told the managers in all of these organizations, that I personally, and we as the Idaho State Division of Aeronautics, do not want the Forest Service to close any of their airstrips--not only that, but we want them to maintain their airstrips. I believe

that there is progress towards that end.

On the other hand, I will not promise that the State of Idaho will take over any of the Forest Service airstrips either as owner or lessee. Such actions will be considered with heavy regard being given to safety and the cost/benefits.

I appreciate the warm welcome that I have received from all of you and look forward to working with you at workdays, fly-ins, seminars, or just over a cup of coffee in the office.

Bill Cooper

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## HENRY'S LAKE

Sharon Laird

A few patches of snow still dotted the flats at Henry's Lake but the runway was covered in a carpet of wild flowers as we landed to put the fence back up for the summer at the airstrip.

Bob Jones, Carolyn Bjornson, Jack Anderson, Ed Laird and myself, Sharon Laird rewired the fence. A huge thanks to all of them as they always seem to say yes when I call for a job to be done.

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## IDAHO TRANSPORTATION DEPARTMENT:

- Governor *CECIL D. ANDRUS*
- Acting Director *KEITH GREEN*
- Aeronautics Administrator  
*WILLIAM S. COOPER*

### Aeronautics Advisory Board:

- Chairman *H.P. HILL*
- Member *HARRY MERRICK*
- Member *WILLIAM PARISH*



## RATINGS

Protection Technology of Idaho has announced that their four co-pilots have recently received their rotorcraft/helicopter instrument rating from CFII, Gary Mill, and Examiner, Loren Doughty of Bell Helicopter, they are:

**G. Wade Bowman**  
**Alan D. Cook**  
**Rodney G. McInelly**  
**Michael D. Mickelsen**

Congratulations also to **Douglas Bryson** and **Brian Schneider** who recently received their private ratings! Douglas' instructor was Don Suggs while Brian's was Rick Harper. Their Examiner was Sam Ralston.

**John Harrah** recently received his private rotorcraft/helicopter rating from instructor Jim Hauman in California. Way to go John!



## AIRPORT FLY-INS/DONATIONS

The Division of Aeronautics is implementing a new policy this season for volunteer and fly-in groups. We are requesting that these groups call our office and discuss a written agreement. This agreement will serve several purposes: it outlines the duties of the group and the Division; it enables us to schedule maintenance around the groups; it provides us with a contact person in the event there is a possible scheduling conflict; in some cases it may allow us to provide necessary equipment.

The Division staff extends their thanks and appreciation to the various volunteer and fly-in organizations who have helped maintain our backcountry airstrips. We look forward to future involvement with interested groups such as these.

Last year the Division of Aeronautics received private donations of \$2,250. These donations were received at Smiley Creek, Johnson Creek, and Cavanaugh Bay airports.

The \$1,509 from the Johnson Creek donation box will be used towards the purchase of campground stoves, tables, and garbage cans.

The \$441 from the donation box at Cavanaugh Bay was used to complete the installation of a shower building that was donated by Vern Zigler of Spokane.

The \$300 received at Smiley Creek will be used towards the development of the campground area.

## LEWIS CLARK AIR FESTIVAL

The 1993 Lewis Clark Air Festival is slated for Saturday and Sunday July 17 and 18 at the Lewiston Airport.

Gates open on Saturday at 2:00 p.m. - show at 6:00 p.m. and Sunday at 9:00 a.m. - show at 1:00 p.m. Cost: under 6 years of age-free, 6-12 - \$4.00, and adults - \$6.00.

For more info. please contact Mary Kummer, LWS-NezPerce County Airport (208) 746-7962.

## IDAHO AVIATION REPORT/ RUDDER FLUDDER ?

Some of our Idaho aviators have stated that they would like to see the *Idaho Aviation Report* revert back to the *Rudder Flutter*, with its award winning format. Since this is your newsletter we want **your** opinion. Please let us know which you prefer by checking your preference below:

\_\_\_\_\_ No, please keep the *Idaho Aviation Report* in its current format with its current name.

\_\_\_\_\_ Yes, please change the *Idaho Aviation Report* back to the *Rudder Flutter*.

Please mail your ballots to the: Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129. Results in the fall issue!



## LEWISTON AVIATION CONFERENCE BETTER THAN THE WEATHER

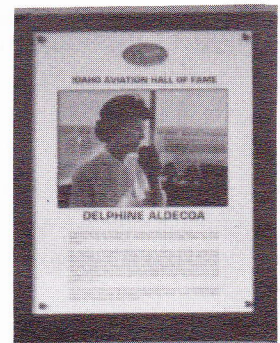
Despite some adverse weather conditions on the weekend of April 23-25, the Second Annual Idaho Aviation Conference was attended by an enthusiastic crowd of pilots and aviation supporters in Lewiston.

This year the conference included several vendor booths and exhibits to accompany an array of informational and safety related seminars. FAA representatives from the Boise field office also conducted their popular Wings program.

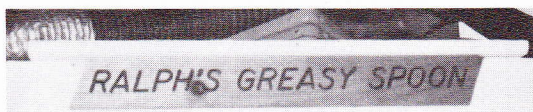
One of the most active seminars involved rangers from the United States Forest Service (USFS), who discussed issues of access and use of back country and wilderness airports.

Saturday night's banquet was also well attended. Our Ramada Inn hosts provided a tasty buffet dinner and then we all enjoyed listening to Mel Spelde as he took us through the brief history of Empire Airline's march to become "Idaho's Airline".

Sunday morning's activities moved back to the airport for a delicious pancake breakfast at Stout Aviation, hosted by the Lewiston Eagles organization. Even marginal weather cannot stop aviators from chowing down when the food is good.







These events were a lot of fun. Beginning with the Friday evening jet boat trip up the Snake River through the final activities on Sunday, everyone found something of interest to be involved with.

By the same token, a great deal of time and effort by several people is required to make these events successful. This year, the primary players were Johnny Stewart and the members of the Lewis-Clark Chapter of the Idaho Aviation Association, Robin Turner and Mary Kummer at the Lewiston Airport, and Pam Staton at the Division of Aeronautics.

We also are indebted to the many aviation sponsors who donated prizes for the banquet, and especially to Mel and Judy Spelde, for taking the time to share their adventure with us at the banquet Saturday night.

So now we look forward to next year's grand event. We will need someone to step up and volunteer to help sponsor the program, just as the IAA did for this year's conference. We will consider all offers of help and support to keep this fine activity growing. Let us hear from you. The strength of Idaho aviation depends on your interest and involvement.





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## COMMAND DECISIONS

R.D. "BOB" PATRICK

I've thought about doing this for a long time and just never found the time. I guess it's just a priority in your life as to what you consider the most important. I'm not a writer and never could compete in the hangar flying stories. Aviation and flying has been good to me and I feel I want to return something I borrowed. It may also be that as you approach the apex of your chosen career or profession you have all this experience, knowledge, and wisdom that you just want to transmit. Maybe it started the day that I walked in to dispatch early one morning to flight plan and realized I didn't know a soul in the room. They were all new hires. It may also have been conceived secretly in my mind when we were sitting in cruise at FL350 enroute from Denver to San Francisco. The co-pilot and I were discussing something when it occurred to me that he was the same age as my youngest son. So here goes, fasten your seat belts and hang on.

I went and dug out my first log book to make sure what year it was that I soloed. It was in 1955 in Hays, Kansas in a 65 Hp Aeronca Chief. My instructor was CFI U.R. Montgomery, that was the way he entered his name in the logbook. What really caught my attention was all he ever wrote in the logbook was "Shooting Landings". So after 5:40 of 30 minute sessions of "shooting landings" he stepped out and I did three on my own. A log entry on June 17, 1956

reminded me of my first landing off of an established airport. I was pre-flying the Aeronca 7AC that Sunday morning when my flight instructor suggested I attend a flight breakfast. I flew over to the Anderson Family breakfast northeast of Aurelia, Iowa and landed in a hay field, which also was their airport. I enjoyed my first flight breakfast and acquired a complimentary card which I still carry in my billfold to this day. The card says, *"May the good Lord guide you safely home"*, *Anderson Flight Breakfast June 17, 1956.*

It was several years before I was able to return to flying, with college and starting a career taking all my time and money. In the summer of 1964 my flight instructor, Dick Hickox, at Great Falls, Montana sent me off to Cutbank, Montana for my checkride. I still remember the high point of the flight. We had completed all of the maneuvers and the only thing left was the engine failure. The Check Airman pulled the throttle back and I slowed to glide speed and picked a nice big harvested wheat field. Descending down over the field at about 200', I started anticipating the power to be returned for the missed approach. We continued on down, 100', 75', and at 50' I looked over at the cropduster checkpilot and he was causally looking out the window like he was on a Sunday drive. I believe that was when I was forced to make my first command decision as a pilot. If we were going to land in that wheat field I wanted minimum forward ground speed and the nose up with all the weight on the main gear at touchdown.

I extended full flaps and held it off, the wheels of that Cessna 172 must have been brushing the wheat stubble when he finally added the power.

We returned to the Cutbank Airport where he wrote out my temporary Private Pilot's License. I think he could see I was standing about six inches off the floor as he handed it over and congratulated me. Then as I turned to leave he passed on a little bit of wisdom that I'm sure kept me out of trouble for several hundred hours. He said, *"The only difference in your ability as a pilot from when you flew in as a student pilot and when you leave as a private pilot is one hour of dual"*.

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## THE GREAT SALMON VALLEY BALLOONFEST II

For a weekend of fun, excitement, adventure, and memories be sure to plan on attending The Great Salmon Valley BalloonFest II, August 13-15, 1993 at City Park in Salmon, Idaho.

Balloon pilots from 10 states will be filling the skies of the beautiful Salmon Valley from Friday morning (around 7:00 a.m.) through Sunday morning.

Activities will include sky divers, a parade, food fest, and the fantastic Budweiser Balloon Glow! So come and join the excitement!

For more information contact: Salmon Valley Chamber of Commerce, (208) 756-2100.



## ! ATTENTION PILOTS !

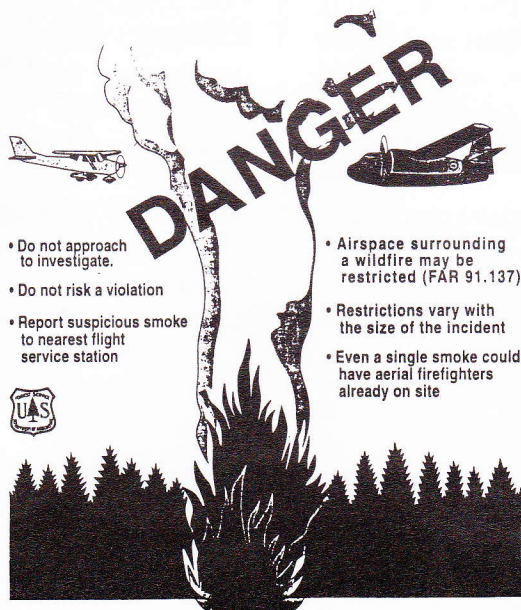
- **DO YOU KNOW WHAT FAR 91.137 IS?**
  - It is commonly called a "TFR" (Temporary Flight Restriction)
- **DO YOU KNOW WHERE YOU MIGHT ENCOUNTER ONE?**
  - Almost anywhere during the forest fire season!
- **DO YOU KNOW HOW TO FIND OUT IF ANY EXIST IN YOUR AREA OF FLIGHT?**
  - You must talk to your local Flight Service Station!
- **DO YOU KNOW WHAT THE DIMENSIONS OF THE RESTRICTED AREAS ARE?**
  - It changes with each TFR.
- **DO YOU KNOW WHAT THE PENALTY IS FOR INTRUSION?**
  - It could be your pilots certificate; or it could be your life!

### RECOMMENDATIONS:

1. Check with your local Flight Service Stations to see if any TFR's have been established in your area or your intended route of flight.
2. Never fly in the vicinity of smoke!

*If you see smoke, call a Flight Service Station with your best description of its location. Stay well clear and watch for fire-fighting aircraft!*

3. Pass the word to your pilot friends that this is vital to the preservation of Idaho forests, your privileges as an airman--and above all, your safety!



## CALENDAR OF EVENTS

### JULY

- 2-4 7th Annual Family Fly-In & Safety Expo  
Helena, MT  
John Goostrey  
(208) 334-1238
- 7-11 EAA Fly-in  
Arlington, WA  
Jim Scott  
(206) 435-5857
- 17-18 Lewis-Clark Air Festival  
Lewiston, ID  
Mary Kummer  
(208) 746-7962
- 25-30 2nd Annual Idaho ACE Academy  
Boise State University  
Pam Staton  
(208) 334-8776

### AUGUST

- 8 Aerospace Day  
Fairchild AFB  
Spokane, WA  
Ron Peterson  
(509) 247-5481
- 11-15 99s Convention  
Portland, OR  
(503) 266-7795
- 13-15 Salmon Valley Balloonfest II  
Salmon, ID  
(208) 756-2100
- 25-31 Henry's Lake Work Party  
Dennis Loosli  
(208) 334-8785
- 28 Glacier Int'l Air Show  
Kalispell, MT  
(406) 752-6166



## AERO BOARD APPROVES 1994 AIRPORT GRANTS

The Idaho Aeronautics Board approved a list of seventeen state grants to municipal airports for FY 1994 totaling \$302,670. Projects marked with an asterisk provide match for FAA-funded improvements; on all others cost will be shared equally by the Division and the local airport authority:

AIRPORT	DESCRIPTION	GRANT AMOUNT
Miscellaneous	Inventory restock/small projects	\$20,000
Idaho Falls	Environmental Clean-up	22,500
*Moscow-Pullman	Master plan, ARFF vehicle, fence, tank removal	22,500
*Arco	Expand & rehabilitate apron, extend parallel taxiway, AWOS	36,700
*Cascade	Crack seal, cut & patch, and seal coat runway	9,372
*Grangeville	Extend runway & parallel taxiway, relocate road, improve safety area, misc. taxiways	35,464
*McCall	Jet apron and hangar taxiway	24,724
*Nampa	Acquire land	20,750
*Sandpoint	Localizer/DME, relocate NDB, acquire land, improve safety area, expand apron	23,250
*Rexburg	Site selection, master plan, environmental assessment	7,500
*Driggs	Supplement to FY 1991 project	16,310
Mud Lake	Acquire land	3,600
American Falls	Pave, seal coat, mark runway; extend runway lights	21,000
Preston	Overlay runway	27,000
St. Anthony	Snow removal equipment	4,000
McCall	Install signs, prepare airport subdivision plat	4,250
Emmett	Fence	3,750
TOTAL		\$302,670

\*Denotes grant is match for FAA grant.

IDAHO DIVISION OF AERONAUTICS  
3483 RICKENBACKER STREET/P.O. BOX 7129  
BOISE, ID 83707-1129

(ADDRESS CORRECTION REQUESTED)

BULK RATE  
U.S. POSTAGE  
PAID

Boise, Idaho  
Permit No. 143

4139  
LARRY A HIPPLER  
901 N 17TH ST  
BOISE ID 83702



## IDAHO'S WILDERNESS - NOT JUST AIRSTRIPS

Most of you are aware of the Idaho wilderness airstrip debate that has evolved over the years. In fact, many of you have taken an active part in defending against policies and practices, proposed, or implemented by the Forest Service, which could have a negative impact on aviation access into Idaho's wilderness areas.

Perhaps it is appropriate to step back now, to take a wide angle view of what the future may hold for the wilderness and for us as wilderness visitors.

The Frank Church-River of No Return Wilderness Symposium held in Boise the 25th through 27th of March, 1993, helped put into focus both the concerns of many diverse users of the resource as well as management issues the Forest Service and the public are wrestling with.

While the future of "the Frank" took center stage during the three day event, there developed an underlying theme that . . ."as goes management of the Frank Church-River of No Return Wilderness; so goes wilderness management in the United States Forest Service". This direct quote from an address to the symposium by John Twiss, the Forest Service Wilderness Program Director in Washington, D.C., clearly defines the importance of the policy decisions which will be made to direct the management of "the Frank".

It is clear that if aviation interests with regard to wilderness access are going to be recognized as legitimate concerns, we are all obligated to work together to determine a course of responsible and acceptable actions. That responsibility will mean that debates and negotiations related to resolving conflicts between users, managers, and sometimes between ourselves, must find acceptable accord so the process can move on.

We recognize that this total endeavor is somewhat less important than the writing of the Constitution of the United States, however, the challenge to the Limits of Acceptable Change (LAC) Task Force is to produce a management document of similar importance to the future generations of users of these priceless wilderness resources. Therefore, the Division of Aeronautics intends to work closely with LAC Task Force members representing all users of the wilderness.

**CONTINUED**



We are interested in preserving the language in the Central Idaho Wilderness Act, which reads as follows; ". . . the Secretary shall not permanently close or render unserviceable any aircraft landing strip in regular use on national forest lands on the date of enactment of this Act for reasons other than extreme danger to aircraft, and in any case not without the express written concurrence of the agency of the State of Idaho charged with evaluating the safety of backcountry airstrips". We are hopeful that all new wilderness legislation will be crafted with the same provision, and we have petitioned Congressman LaRocco to include similar language as he pursues his new wilderness proposal in the Congress.

We expect one of the significant outcomes of the LAC Task Force process will be to establish an education program for all users, including aviation, similar to the program that evolved from the Selway-Bitterroot LAC effort. We are committed to continue our assistance as required to assure the user education program is successful.

You should know that the LAC Task Force meetings are open to the public. After witnessing the tremendous show of force by aviators at the symposium, we expect there will continue to be a high level of interest and attendance at the LAC meetings. This too, is a valuable part of the education process. General aviation representatives on the Task Force are Bill Miller of Boise (primary) and Dick Waite from Twin Falls (alternate). For information regarding meeting dates and places, you may call Kurt Becker, LAC Coordinator, at (208) 634-0691.

During the Aviation Conference in Lewiston this year, we briefly discussed the idea of developing a wilderness reliever airstrip system in coordination with the Forest Service. We believe this concept has merit in that it may allow the re-opening of some previously closed airstrips, and the upgrading of some existing airstrips. This program may help forestall more inhibitive actions conceived to regulate aviation access.

We must be prepared to examine every option as this LAC process develops. In the spirit of give and take that will characterize these proceedings, there will be instances that demand a cooperative response from all participants. Our charter is to help the negotiators find agreeable solutions and to develop partnerships to the maximum extent possible.

It may be an old and tired bromide to suggest that we are all in this together, but the truth is that unless the users of this unique resource find common ground to agree on the future of the wilderness, we are in peril of having mandated management that is unacceptable.



## DIRECTORY CHANGES

### BIG ISLAND

USE AT OWN RISK

#### RESTRICTIONS

CLEARWATER POTLATCH TIMBER PROTECTIVE ASSOC.

Owner

P O BOX 546

Address

OROFINO, IDAHO 83544

Telephone

(208)476-4114

Latitude

46 42'

Longitude

115 59'

Location

18 NM NE OF OROFINO

Elevation

2250 FT. R/W HDG 01/19

Runway Length

3200' R/W WIDTH 100'

Surface

DIRT/TURF

LAND N, TAKE-OFF S - TREES ALL QUADRANTS. CAUTION: GAME,

Remarks

HORSES, COWS ON R/W. AIRSTRIP EXTREMELY ROUGH

W/DRAINAGE DITCHES EACH SIDE-LAND AND TAXI IN MIDDLE

OF STRIP. EXTREMELY SLICK IF WET. CLOSED WINTERS.

TRANSMIT ON 122.9 MHZ.

### OWEN RANCHES

REQUIRES PRIOR PERMISSION BY OWNER

#### RESTRICTIONS

RICHARD OWEN

Owner

P O BOX 590

Address

BRUNEAU, IDAHO 83604

Telephone

(208)845-2001

Latitude

42 48'

Longitude

115 44'

Location

S/E OF BRUNEAU 7 MILES

Elevation

2620' R/W HDG 26/08

Runway Length

1500' R/W WIDTH 100'

Surface

DIRT

Remarks

NO LIGHTS - NO MARKERS

### ARCO

GUY & YVONNE FALLETT

526-3261

P. O. BOX 176, ARCO, ID 83213

### COUNCIL

CLINT YATES

253-4423

2123 AIRPORT RD, COUNCIL, ID 83612

### COEUR D' ALENE

DAVE BRUCE

772-7838

11401 AIRPORT DR, HAYDEN LAKE, ID 83835

### MURPHY

OWYHEE COUNTY SHERIFF

495-1154

### PRIEST RIVER

WAYNE MERRITT

448-1141

RT 1, BOX 106, PRIEST RIVER, ID 83856

448-1473

NEW DIVISION TOLL FREE PHONE NUMBER: 1-800-468-5865